



State of Utah

Department of
Environmental Quality

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DAQ-006-07

MEMORANDUM

TO: Air Quality Board

THROUGH: Richard W. Sprott, Executive Secretary

FROM: Richard McKeague, Air Quality Transportation Planner

DATE: January 05, 2007

SUBJECT: Propose for Public Comment: State Implementation Plan, *Transportation Conformity Consultation*, to replace Section XII, *Involvement*, of the Utah State Implementation Plan (SIP), and amend R307-110-20 to reflect this change

The transportation conformity process was first adopted in the 1990 Clean Air Act Amendments as a tool for regions and states to use to facilitate the coordination of air quality and transportation planning. Under 42 U.S.C. 7506 and 40 CFR Part 51.390, states are required to develop, as part of the State Implementation Plan (SIP), documentation of the transportation conformity consultation process. The attached Section XII, *Transportation Conformity Consultation*, of the SIP meets the most current version of these federal requirements.

Section XII outlines the procedures to be followed to address transportation related issues during SIP development. It also outlines the procedures to be followed in the development of conformity determinations on transportation plans, programs, and projects. This section has been developed by staff for the Division of Air Quality working with staff from the Environmental Protection Agency (EPA), the U.S. Department of Transportation, the Utah Department of Transportation, metropolitan planning organizations, and local transit agencies who are all involved in these procedures.

There are two key elements to the transportation conformity consultation process. The first is involvement of the transportation planning agencies in the development of a SIP for various criteria pollutants, and the development of the mobile source emissions budget established in that SIP. The second is the conformity demonstration that ensures the transportation control measures specified in a SIP are implemented in a timely fashion. If any agency cannot demonstrate conformity with the SIP, then the affected agencies need to work together to change either the Regional Transportation Plan, Transportation Improvement Program, or the SIP.

The purpose of the proposed revisions to Section XII of the SIP is to formalize the current consultation process and to ensure early coordination and negotiation among all parties affected by transportation conformity, and R307-110-20 incorporates the plan into the state rules.

Staff Recommendation: Staff recommends that Section XII of the SIP, Transportation Conformity Consultation, and R307-110-20 be proposed for public comment.